

Environment and Urban Renewal PPB – Priority Based Monitoring Report

Reporting Period: **Quarter 1 – 1st April 2018 – 30th June 2018**

1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the first quarter of 2018/19 for service areas within the remit of the Environment and Urban Renewal (E&UR) Policy and Performance Board.
- 1.2 Key priorities for development or improvement in 2015-18 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
 - Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
 - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

2.0 Key Developments

- 2.1 There have been a number of developments during the period which include:-

Development & Investment Services

- 2.2 Planning permission granted for next phase of delivery at Sci-tech Daresbury – Project Violet (3 new office buildings, 42,000 sq ft) - and the Joint Venture has been exploring funding options for the delivery of all three buildings.
- 2.3 SkillsSpace proposals are being refined with a view to continuing with an offer on campus using the LCR SIF Skills Capital and a revised bid will be submitted in July. This will no longer be housed within Project Violet but more likely on the Science & Technology Facilities Council (STFC) campus. The Joint Venture Board has established a new Skills sub-group, formalising existing arrangements. The Skills Group will look at an ongoing skills strategy and skills brokerage delivery.
- 2.5 Castelefields Lakeside Phase 2 is now completed and Phase 3 (45 two and three bed homes by Keepmoat) commenced under licence, with good progress being made on site. Access road to Phoenix Park was upgraded in April / May. Construction expected to take 12 months to complete, with Keepmoat indicating that early buyer interest in the development has been good.
- 2.6 Alstom have relocated all the Preston workforce and activity to Widnes. Stobart are making good progress on their new Widnes Head Quarters for Stobart's Energy and Rail divisions which will open in August 2018.

- 2.7 The Catalyst Science and Discovery Centre and Museum has secured £754,000 from the Wellcome / Department for Business, Energy and Industrial Strategy Inspiring Science Fund to upgrade their provision of a science offer. In addition 27 requests for support were received this quarter with approximately 20 bids are being drafted to the value of around £11 million with 24 pipeline bids (£34M) being progressed and 8 schemes (£24M) being monitored.
- 2.8 The Halton Business Growth Programme continues to progress well. The programme has engaged with **231** businesses. To date **115** businesses have been assisted and **24** jobs created. There are currently an additional **41** businesses participating in the Halton Business Growth Programme. The Halton Business Growth Programme has until December 2018 to meet a Company Assists target of **123** and a Jobs Created target of **108**.
- 2.9 The following tables describe the performance of the Halton element of the Liverpool City Region Growth Hub Programme firstly, since its inception in October 2015 and in Quarter I 2018/19

Growth Hub Engagement	Total since October 2015	Quarter 1 18/19
Unique Company Engagements	647	52
Total Engagements	3382	121

Highways, Transportation & Logistics and Physical Environment

- 2.10 During the last quarter the Emergency Planning team assisted with four incidents including a fire, large water main burst, a suspect package and chemical spillage on the highway. Representatives from Halton attended the Major Live COMAH Exercise for Vertellus which took place in June 2018, due to the site being within Knowsley but on the border with Halton and therefore could affect residents if there was an actual incident.
- 2.11 A new Contract for the Maintenance of Intelligent Transport Systems (ITS), which includes traffic signals, variable message signs (VMS), etc. commenced on 1st April 2018 and is for an initial period of 6 years with options to extend with four 1 year extensions. Halton was the lead procurement authority for the tender, which covers all the Liverpool City Region authorities.
- 2.12 West Bank – Widnes Loops link road, and Runcorn SJB delinking at the end of Runcorn viaduct, are now moving to detailed design phase with Schemes and Maintenance with the Highway Development team taking on a regulatory role. The programme anticipates commencement of works early 2019.
- 2.13 Procurement work is progressing on replacement of small bridges and boardwalks with a composite material. Funding bids are being progressed to Liverpool City Region for a European Funding bid for ‘green’ cycle links from North West Widnes to the Silver Jubilee Bridge.
- 2.14 Work on regeneration schemes has significantly increased as delivery of the Mersey Gateway Regeneration Plan Plus gets underway. However there has been difficulty recruiting to a new temporary post created to cover this area of work.
- 2.15 Work is ongoing to prepare design and business case to deliver on EA Flood Risk funding allocation at Windmill Hill and the Council is contributing to the production of the Liverpool City Region Local Cycling and Walking Infrastructure Plan, as required by Department for Transport, which considers investment priorities over the next 10 years.

3.0 Emerging Issues

3.1 A number of emerging issues have been identified during the period that will impact upon the work of services including:-

Development & Investment Services

3.2 A partnership of City Region Local Authorities and Chambers of Commerce have delivered the 'Business Growth Programme' for a period of six years and 'Place Marketing, Inward Investment' project for a period of three years utilising ERDF Priority 3 funding. An extension to both projects was, therefore, sought by the partnership for a further three years

3.3 Both projects have been appraised by the Combined Authority (CA) and informal feedback received. Most pertinently that feedback is seeking an increase in programme outputs, typically more businesses assisted. This will require either a revision of the Halton Borough Council cost/output model, given match funding is finite, or alternatively the Council to reaffirm its commitment to the existing model, given the Halton cost model is considerably cheaper than other partners, and encourage the CA to find the increase number of outputs elsewhere.

3.4 A Bid Writing Charging Policy will be introduced from 1 September 2018 and there will be a fee for all bids written for the private sector and a sliding scale of charges for the voluntary/community sector with an exemption for any organisation that holds less than £10,000 in unrestricted funds. This approach will help to alleviate the financial pressures faced by the Council and provide a more sustainable model of delivery for the future.

Open Spaces and Waste and Environmental Improvement

3.5 A public consultation exercise commenced in July on the Council's proposals to create a new Public Spaces Protection Order (PSPO) relating to various dog control matters. The aim is to help promote responsible dog ownership throughout the borough, but also to provide officers with more powers to tackle problems dog fouling and other forms of anti-social behaviour caused by irresponsible dog owners.

3.6 As well as seeking views on its proposals to continue with some existing powers and increase the number of locations where current control measures shall apply, the Council is consulting on proposals to introduce a number of new powers. The controls that are being proposed as part of the new PSPO include;

- Dogs being excluded from defined areas of the borough
- Dogs being required to be kept on a lead at all times in defined areas of the borough
- Dog walkers being required at all times to carry with them bags as an appropriate means to clean up after their dog has fouled
- A restriction on the number of dogs that an individual can walk at any one time

The consultation will close on 28th September.

Highways, Transportation & Logistics and Physical Environment

3.7 A few working days on the SJB arch re-painting scheme have been lost to adverse weather during Q1. With poor weather experienced during the previous quarter, there are several weeks of cumulative delay to the programme. The main contractor is seeking to recover lost time through additional weekend working.

- 3.8 There have recently been complaints from residents in Runcorn and Widnes regarding noise and disturbance due to night working operations on and in the vicinity of SJB. Matters have been raised with the main contractor for the SJB arch re-painting works and the appropriate steps taken. It appears, however, that the majority of the noise was emanating from Network Rail's works on the adjacent railway viaduct.
- 3.9 Liverpool City Region (LCR) wide highways design guide and specification for new developments is in the process of being agreed for joint adoption by LCR authorities and further consideration is being given to the delivery of Flood Risk elements and impacts of Combined Authority aspirations.
- 3.10 The government is expected to issue the revised National Planning Policy Framework (NPPF) in the next Quarter. This will set out new policy measures that the Council will need to consider and take account of in Plan Making and determining applications.
- 3.11 An application is expected to be received shortly to amend a planning consent condition determined by the then Secretary of State relating to road deliveries of refuse derived fuel to the Runcorn Energy from Waste Facility in Runcorn. It is anticipated that the proposal from the site operator will be to replace the existing condition, which limits the tonnage of fuel delivered by road, with one restricting numbers of heavy goods vehicles in any 12 month period. Whilst this would increase the amount of tonnage brought in by road, it would not exceed the number of Heavy Goods Vehicle movements assessed in 2014. The application will be considered by the Development Control Committee in due course.
- 3.12 The Council has received notification of significant changes to commercial services operated in the borough. The most notable changes are that both the 79c and 82a services will be withdrawn and replaced by a new 500 service and X1 service respectively. This will mean a route change for the X1 with Castlefields no longer served by the service. The changes will also mean passengers will in some areas, need to change services to complete journeys which are currently direct.

4.0 Risk Control Measures

- 4.1 Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements. As such Directorate Risk Registers were updated in tandem with the development of the suite of 2017 – 187 Directorate Business Plans.

Progress concerning the implementation any relevant high-risk mitigation measures will be reported to the various Policy and performance Boards at Quarter 2.

5.0 High Priority Equality Actions

- 5.1 Equality issues continue to form a routine element of the Council's business planning and operational decision making processes. Additionally the Council must have evidence to demonstrate compliance with the Public Sector Equality Duty (PSED) which came into force in April 2011.

The Council's latest annual progress report in relation to the achievement of its equality objectives is published on the Council website and is available via:

http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf

6.0 Performance Overview

The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that fall within the remit of the Board.

Development and Investment Services

Key Objectives / milestones

Ref	Milestones	Q1 Progress
EEP 01	Completion of Halton Tomorrow Document - July 2018	
	Produce Local Economic Assessment – September 2018	
EEP 03	Complete consultation on Astmoor Masterplan - December 2018	
	Complete Feasibility Study for Ditton Rail Station - September 2018	

Supporting Commentary

The Halton Inward Investment prospectus is an integral part of the development of the 'Halton Tomorrow' visioning document and will provide a local accent to the Liverpool City Region prospectus detailing the specific sites and propositions that make up the 'Halton Offer'. The 'Halton Tomorrow' visioning document is now complete and details a number of outcomes (measures) to be achieved over the coming decade.

This will be presented to Halton Council's Executive Board in September 2018 and will underpin the business planning and priority setting, including inward investment and economic development, for Halton Council and partners.

In order to ensure that the local business community is fully engaged with the development of a Local Economic Assessment (LEA) the Interim Report was presented to Halton Chamber of Commerce and Enterprise in June 2018 and was very well received. It has also been presented to the Halton Employment Partnership and was similarly well received. This now forms the basis of the Halton Tomorrow and the economic development priorities for Halton Council.

On 14 June 2018 approval was secured from the Executive Board for Astmoor masterplan production and associated consultation and specialist support is now being procured to assist with masterplan preparation and consultation process.

The feasibility study for Ditton Rail Station has been delayed due to capacity issues at Merseytravel and it is expected that the study will be complete by December 2018.

Key Performance Indicators

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
EEP LI 07	Number of companies benefitting from the Council's intensive Key Account Management Service (KAM).	New Indicator for 2018/19	50	49		N / A
EEP LI 14	Number of Businesses Supported.	658	700	52		N / A

Supporting Commentary

Current KAM portfolios include; AEM, Food & Drink, Digital & Creative, Health & Life Science, Energy & Environmental, Financial & Business Services, Logistic and Foreign Owned Companies.

A notable number of businesses continue to be supported and additional details are provided within the Key Developments section of this report.

Policy, Planning and Transportation

Key Objectives / milestones

Ref	Milestones	Q1 Progress
PPT 01	Review progress against LCR SJB maintenance strategy and deliver 2018/19 major bridge maintenance works programme March 2019 .	
PPT 02	Deliver the 2018/19 LTP Capital Programme March 2019	
PPT 03	Ensure continued unrestricted availability of the Highway network and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.	
PPT 05	Consult on a revised draft Delivery and Site Allocations Local Plan (DALP) September 2018	

Supporting commentary

Activities within Year 3 of the LCR maintenance strategy are proceeding in line with the agreed schedule.

LTP construction works are due to commence in the next Quarter on Year 3 STEP programme to improve parking and access to Runcorn East Rail station, improvements to cycling and walking from Runcorn Town Centre to Widnes Town centre across a reconfigured Silver Jubilee bridge deck, improvements to Bridgewater Canal tow path from Runcorn town centre to Murdishaw and walking and cycling improvements along Astmoor Busway.

Work is ongoing on Halton's response to the new Highway Management Code of Practice, and ensuring continuous improvement on Self-Assessment for Incentive Funding, to deliver lifecycle planning and steady state maintenance. This is being done in conjunction with LCR CA. However further consideration needs to be given to long term investment in highway condition.

Footway reconstruction programme is progressing well with works programmed for Woodview, Brookdale, Caldwell Road, Crawford Ave, Maple Ave, Sandy Lane Boston Ave and Holloway.

Carriageway resurfacing works have been carried out at Mill Lane roundabout, Bridgewater Street, Greenway Road, Watkinson Way, Barkers Hollow, Bankfield Road and design works are progressing for the carriageway maintenance programme for the remainder of the year

Changes to national planning guidance and regulations look likely to require significant redrafting on the Delivery and Site Allocations Local Plan from the preceding version. This together with outstanding evidence and assessment requirements (some resulting from the last consultation) make meeting the September target highly unlikely at this stage.

Key Performance Indicators

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
PPT LI 02	Net additional homes provided	369 (2017/18)	552	369 (2017/18)	N/A	N/A
PPT LI 03	Number of affordable homes delivered (gross)	92 (2017/18)	138	92 (2017/18)	N/A	N/A
PPT LI 04	Processing of planning applications (%) as measured against targets for,					
	a) Major application	83	60	100		
	a) Minor applications	95	80	96		
	b) Other applications	96	80	95		
PPT LI 12	Damage to roads and pavements (% above intervention levels) repaired within 24 hours.	100%	100%	100%		
PPT LI 15	% of network where structural maintenance should be considered:					
	a) Principal roads	0.3%	2.00%	N/A	N/A	N/A
	b) Non-Principal Roads	1.00%	4.00%	N/A	N/A	N/A
	c) Unclassified Roads	3.46%	9.00%	N/A	N/A	N/A
PPT LI 16	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):					
	a) Percentage of buses starting route on time	97.67%	98.55%	100%		
	b) Percentage of buses on time at intermediate timing points	84.83%	95.00%	84.31%		

Supporting Commentary

Housing completion figures are reported annually at year end.

All planning application processing measures remain above target. Due to the specific nature of planning applications being determined on a case by case basis (different sites, with different proposed developments from different applicants with different ambitions) it is difficult to achieve 100% for each category every quarter, however each outcome is significantly above target.

Repair to damage to roads and pavements remains positive and Annual structural surveys will be undertaken and collated and results reported later in the year.

In line with the Highways Asset Management Plan consideration needs to be given to further overall long term investment and highway condition. Note that this figure doesn't measure those highways which are starting to deteriorate, where works may be required to prevent failure and more costly repairs.

Buses starting routes on time continues to show positive results although some operators have advised that intermediate time arrivals have been affected by cross boundary delays.

Waste and Environmental Improvement

Key Objectives / milestones

Ref	Milestones	Q1 Progress
CE 04	Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection Policy - March 2019 .	

This work will remain on-going throughout the year. Activities in Quarter 1 included the distribution of a 'Kerbside Recycling Guide' booklet to householders. The aim of providing this booklet was to help householders understand the full extent of materials that can be recycled through the kerbside collection service and also how items should be presented for collection. Increasing awareness of these issues will increase recycling levels, improve the quality of the recyclable materials collected and help save money by reducing disposal costs.

Key Performance Indicators

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
CE LI 05	Residual household waste per household.		590kg	141kg		
CE LI 06	Household waste recycled and composted.		44%	43%		

Supporting Commentary

The figures for waste are estimated at quarter1 but do not give cause for concern at this stage and remain consistent with current trends.

7.0 Financial Statements

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Revenue Budget as at 30 June 2018

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance to Date (Overspend) £'000
Expenditure				
Employees	4,881	1,194	1,213	(19)
Repairs & Maintenance	2,214	607	607	0
Premises	51	9	9	0
Energy & Water Costs	668	151	149	2
NNDR	536	536	538	(2)
Rents	346	120	120	0
Economic Regeneration Activities	37	2	2	0
Supplies & Services	1,822	554	554	0
Grants To Voluntary Organisations	20	5	5	0
Agency Related	19	0	0	0
Capital Financing	74	74	74	0
Total Expenditure	10,668	3,252	3,271	(19)
Income				
Fees & Charges Income	-307	-21	-22	1
Rent – Markets	-786	-190	-188	(2)
Rent – Investment Properties	-133	-33	-33	0
Rent – Commercial Properties	-996	-67	-71	4
Government Grant Income	-2,267	-319	-319	0
Reimbursements & Other Grant Income	-70	-18	-18	0
Schools SLA Income	-504	-467	-451	(16)
Capital Salaries	-100	-12	-12	0
Transfers From Reserves	-952	-224	-224	0
Total Income	-6,115	-1,351	-1,338	(13)
Net Operational Expenditure	4,553	1,901	1,933	(32)
Recharges				
Premises Support	1,965	491	491	0
Transport	26	5	5	0
Asset Charges	4	0	0	0
Central Support Services	2,121	565	565	0
Accommodation Income	-2,396	-599	-599	0
Repairs & Maintenance Income	-2,402	-601	-601	0
Central Support Income	-2,042	-510	-510	0
Net Total Recharges	2,724	-649	-649	0
Net Department Expenditure	1,829	1,252	1,284	(32)

Comments on the above figures

Economy Enterprise & Property net spend is currently above the projected budget and this is expected to remain the case for the financial year to 31 March 2019.

Employee budgets are based on full time equivalent staffing numbers of 122.

The negative variance on employee costs at Quarter 1 is due to staff turnover saving targets not being met as a result of the low number of vacancies held within the Department. Where possible, vacancies will not be filled in year and agency staff will be kept to a minimum and only used in mandatory areas.

Commercial properties held by the Council are fully occupied and this is reflected in the income to date. Quarter 1 shows we have over achieved on rental income and this is profiled to continue in year.

School SLA income is unlikely to be achieved this financial year. The increase in staffing costs means the SLA charges have increased, which in turn meant that schools are choosing to use alternative services.

Every effort will be made to ensure that expenditure on controllable budgets is kept to a minimum within the financial year.

Capital Projects as at 30 June 2018

	2018-19 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
3MG	499	23	23	476
Sci Tech Daresbury – EZ Grant	382	0	0	382
Solar Panel Golf Course	1,278	16	16	1,262
Decontamination of Land	50	0	0	50
Former Crossville Depot	440	0	0	440
Advertising Screen at The Hive	100	0	0	100
Venture Fields	41	0	0	41
Widnes Market Refurbishment	1,191	265	265	926
Equality Act Improvement Works	150	0	0	150
Linnets Club House	287	2	2	285
Kingsway House Moves	200	0	0	200
Broseley House	1,190	711	711	479
The Croft	30	0	0	30
Total	5,838	1,017	1,017	4,821

Comments on the above figures.

Widnes Market Refurbishment - Electrical works are now complete on site. Re-roofing and internal works are still ongoing and should be completed this Financial Year.

Broseley House - Purchase of the property has been finalised. Works to make the building safe and secure are taking place. Resurfacing of the carpark outside the building is complete.

Solar Panel Golf Course – Planning permission was approved in May allowing the Council to procure a Technical Consultant to provide advice on the project.

Policy, Planning and Transportation

Revenue Budget as at 30 June 2018

	Annual Budget	Budget To Date	Actual To Date	Variance to Date
	£'000	£'000	£'000	(Overspend) £'000
<u>Expenditure</u>				
Employees	4,510	1,090	1,068	22
Other Premises	168	65	52	13
Contracted Services	209	10	16	(6)
Supplies & Services	157	24	15	9
Street Lighting	1,718	222	221	1
Highways Maintenance	2,446	272	278	(6)
Fleet Transport	1,413	204	201	3
Lease Car Contracts	1	0	3	(3)
Bus Support	649	118	118	0
Finance Charges	145	18	0	18
Contribution to Reserves	872	0	0	0
Grants to Vol. Organisations	61	29	29	0
LCR Levy	882	882	882	0
NRA Levy	64	64	64	0
Total Expenditure	13,295	2,998	2,947	51
<u>Income</u>				
Sales	-351	-75	-68	(7)
Planning Fees	-526	-148	-138	(10)
Building Control Fees	-209	-34	-24	(10)
Other Fees & Charges	-646	-168	-184	16
Rent	-8	-2	0	(2)
Grants & Reimbursements	-195	-105	-111	6
Government Grant Income	-126	-6	-6	0
Efficiency Savings	-68	0	0	0
Schools SLAs	-43	-43	-44	1
Capital Salaries	-317	0	0	0
LCR Levy Reimbursement	-882	-882	-882	0
Transfers from Reserves	-606	0	0	0
Total Income	-3,977	-1,463	-1,457	(6)
Net Operational Expenditure	9,318	1,535	1,490	45
<u>Recharges</u>				
Premises Recharges	642	161	161	0
Transport Recharges	771	182	182	0
Asset Charges	539	0	0	0
Central Recharges	1,732	433	433	0
Transport Recharge Income	-4,896	-897	-942	45
Central Recharge Income	-867	-199	-199	0
Net Total Recharges	-2,079	-320	-365	45
Net Department Expenditure	7,239	1,215	1,125	90

Comments on the above figures

In overall terms revenue spending at the end of quarter 1 is £90,000 under budget, due to a number of expenditure and income budget areas.

Employee budgets are based on full time equivalent staffing numbers of 113.

Employee costs are currently £22,000 under budget profile. This is due to savings being made on a number of vacancies within the department. Some of the vacancies are expected to be filled in the coming months. However if not appointed to, the current underspend will continue to increase beyond this level.

Supplies and services is currently underspent by £9,000 due to tighter controls from managers within the department.

Street lighting expenditure is expected to be marginally within budget by the end of the year due to the continued introduction of the LED street light replacement programme combined with lower energy costs. Savings that are being generated within this area are being used to fund the LED replacement programme.

Both planning and building control income is off to a slow start for the year, it is anticipated at this stage that both income streams are not likely to achieve their income target for the year. As the year progresses a better analysis of the figures can take place.

Transport recharge income is over target due to increased costs within client transport and the meals on wheels area being passed on to the relevant departments, as these departments are recharged on an actual basis.

At this stage of the year it is anticipated that overall spend will be under the Departmental budget at the financial year-end.

Capital Projects as at 30 June 2018

Capital Expenditure	2018/19 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
<u>Local Transport Plan</u>				
Bridges & Highway Maintenance				
Bridge Assess, Strength & Maintenance	1,546	144	144	1,402
Road Maintenance	2,093	140	140	1,953
Total Bridge & Highway Maintenance	3,639	284	284	3,355
Integrated Transport	460	98	98	362
STEP Schemes	2,643	2	2	2,641
SJB MM – Arch Painting	6,665	1,075	1,075	5,590
SJB deck reconfiguration	600	0	0	600
SJB decoupling	9,596	56	56	9,540
KRN – Earle Rd Gyratory	830	76	76	754
Ditton Loops	1,000	0	0	1,000
Total Local Transport Plan	25,433	1,591	1,591	23,842
Halton Borough Council				
Street Lighting	282	0	0	282
Lighting Upgrades	500	0	0	500
Risk Management	170	0	0	170
Fleet Vehicles	1,513	434	434	1,079
Total Halton Borough Council	2,465	434	434	2,031
Total Capital Expenditure	27,898	2,025	2,025	25,873

Comments on the above figures.

The fourth year of the STEP (Sustainable Transport Enhancement Package) programme has begun with grant allocations being agreed by the LCR.

The SJB MM (Silver Jubilee Bridge Major Maintenance) arch painting programme is continuing.

Works are continuing for the lighting upgrade programme.

Whilst spend on PPT capital projects appears low in quarter 1 this is expected to pick up throughout the year and capital allocations are in the main expected to be fully spent by year end.

COMMUNITY & ENVIRONMENT DEPARTMENT

Revenue Budget as at 30 June 2018

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance to Date (Overspend) £'000
<u>Expenditure</u>				
Employees	13,887	3,467	3,574	(107)
Other Premises	2,016	763	771	(8)
Supplies & Services	1,508	363	364	(1)
Book Fund	160	48	43	5
Hired & Contracted Services	1,002	152	172	(20)
Food Provisions	512	106	115	(9)
School Meals Food	1,980	403	406	(3)
Transport	55	23	20	3
Other Agency Costs	381	141	136	5
Waste Disposal Contracts	5,900	1,550	1,550	0
Grants To Voluntary Organisations	67	14	2	12
Grant To Norton Priory	172	86	87	(1)
Rolling Projects	0	6	6	0
Capital Financing	88	11	11	0
Total Expenditure	27,728	7,133	7,257	(124)
<u>Income</u>				
Sales Income	-2,056	-499	-460	(39)
School Meals Sales	-2,368	-446	-437	(9)
Fees & Charges Income	-6,153	-1,780	-1,639	(141)
Rents Income	-225	-86	-72	(14)
Government Grant Income	-1,198	-53	-2	(51)
Reimbursements & Other Grant Income	-671	-99	-97	(2)
Schools SLA Income	-76	-76	-76	0
Internal Fees Income	-171	-43	-35	(8)
School Meals Other Income	-1,526	-7	-10	3
Capital Salaries	-123	0	0	0
Rolling Projects Income	0	-40	-45	5
Transfers From Reserves	-11	-11	-11	0
Total Income	-14,578	-3,140	-2,884	(256)
Net Operational Expenditure	13,150	3,993	4,373	(380)
<u>Recharges</u>				
Premises Support	1,558	389	389	0
Transport Recharges	3,069	663	663	0
Departmental Support Services	9	0	0	0
Central Support Services	3,655	978	978	0
Asset Charges	93	0	0	0
HBC Support Costs Income	-421	-223	-223	0
Net Total Recharges	7,963	1,807	1,807	0
Net Department Expenditure	21,113	5,800	6,180	(380)

Comments on the above figures

The net Department budget is £380,000 over budget profile at the end of the first quarter of the 2018/19 financial year.

Employee budgets are based on full time equivalent staffing numbers of 477.

Employee spend is over the budget profile for the quarter with the department failing to achieve the staff turnover savings target of £120,680 for the period April to June. Casual usage across the Department is £68,544 over the profiled budget to date. Agency spend is over £17,000 higher than what it was at the same stage last year, mainly within the school meals and open spaces areas.

In setting the 18/19 budget some income targets were reduced where possible to reflect the issues in achieving set targets. Despite this, pressures continue in the current year and along with staffing represent the biggest budget concerns for the Department.

There are large underachievement's against targets on leisure centre income due to cancelled classes as vacancies cannot be filled. Other areas where income targets are not being achieved include catering, event income, sponsorship income and architect fees within the Open Spaces division.

Government Grant income has recently been dealt a blow due to a large reduction in income due for School Free Meals. Free children numbers appear to have fallen dramatically in the last few years and the pressure on this source of funding has been exacerbated by more academies and also a further school leaving the service to take up an external provider.

Hired and Contracted services is currently over budget by £20,000 mainly due to increased match day spend at the Stadium and additional crematorium spend for mercury abatement.

Rental income could be a concern with Liverpool and Everton ladies not currently allowed to play at the Stadium under FIFA regulations. It is hoped this can be addressed with the laying of the new pitch at the stadium but this is some months off from happening and stands to impact on future rental income.

Based on current demand and estimated income streams it is forecast the department will be approximately overspent by £1.6m at the end of the year.

Capital Projects as at 30 June 2018

	2017-18 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
Stadium Minor Works	50	13	13	37
Stadium Pitch	300	0	0	300
Stadium – Karalius Suite reconfiguration	200	0	0	200
Brindley Cafe Extension	80	6	6	74
Children's Playground Equipment	61	0	-2	63
Landfill Tax Credit Schemes	340	0	0	340
Upton Improvements	13	0	0	13
The Glen Play Area	41	0	0	41
Runcorn Hill Park	5	3	3	2
Crow Wood Park Play Area	478	3	3	475
Open Spaces Schemes	611	41	41	570
Peelhouse Lane Cemetery	500	0	0	500
Peelhouse Lane Cemetery - Enabling Works	33	0	0	33
Pheonix Park	100	0	0	100
Victoria Park Glass House	170	0	0	170
Sandymoor Playing Fields	1,032	72	72	960
Widnes & Runcorn Cemeteries - garage & storage	190	0	0	190
Litter Bins	20	0	0	20
Total	4,224	138	136	4,088

Comments on the above figures.

Works at Peelhouse Lane cemetery were delayed due to bad weather earlier in the year. The 2nd phase was due to start in July 2018.

Work at Crow Wood Park is due to commence at the end of July 2018.

Work at Pheonix Park commenced on site in June 2018.

8.0 Application of Symbols

Symbols are used in the following manner:

Progress Symbols

<u>Symbol</u>	<u>Objective</u>	<u>Performance Indicator</u>
Green 	Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.	<i>Indicates that the annual target <u>is on course to be achieved</u>.</i>
Amber 	Indicates that it is <u>uncertain or too early to say at this stage</u> whether the milestone/objective will be achieved within the appropriate timeframe.	<i>Indicates that it is <u>uncertain or too early to say at this stage</u> whether the annual target is on course to be achieved</i>
Red 	Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	<i>Indicates that the target <u>will not be achieved</u> unless there is an intervention or remedial action taken.</i>

Direction of Travel Indicator

Green 	Indicates that performance <i>is better</i> as compared to the same period last year.
Amber 	Indicates that performance <i>is the same</i> as compared to the same period last year.
Red 	Indicates that performance <i>is worse</i> as compared to the same period last year.
N / A 	Indicates that the measure cannot be compared to the same period last year.